nmra magazine

January 2013

- UP Stockyards
- HO Scale PRR Layout
- PS&N Depot Drawings
- From Concept to Publication Pt. 1

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Features

[illegible]
NMRA Peach Tree Express
John Kelly's PRR

BUILDING PLANS
Pittsburg, Shawmut & Northern Depot
Harold Russell, MMR

MODEL PHOTOGRAPHY
From Concept to Publication Part I
M. R. Snell

[illegible]
Island Park, Idaho, Stockyard
Thornton Waite

5 **Observation Car (editorial)**
Stephen M. Priest, MMR editor

6 **President's Car (editorial)**
NMRA President, Charlie Getz

9 **Mail Car** Reader Feedback

36 **Research & Test Car**
Product Review: Bachmann Spectrum USRA Light 2-10-2 N Scale
Gary Hoover

42 **N Visible**
N Scale and Regional Conventions
Patrick C. Lyons, MMR

44 **Division Business Car**
The NMRA @ Home
Jim Zinser, MMR

48 **NMRA Bulletin**
News from National and Achievement Program

52 **Club Car**
Upcoming events

58 **Display Car**
Product Announcements · Todd Sullivan

61 **Library Car**
Book and Video Reviews

62 **History in a Click**
From the NMRA Online Archives

63 **National Retailer Listing and Advertiser Index**

On The Cover

[illegible]

Things are Moving!

A [illegible]

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President's Car

NMRA President Charlie Getz

Happy New Year!

Happy New Year to all our members from the NMRA. Another year of enjoying the model [illegible] hobby [illegible]. With this being a [illegible] time for resolutions, allow me to share my own.

First, I resolve to continue with our efforts to complete the Gallery Exhibit, "The Magic of Scale Model Railroading" at the California State Railroad Museum. I wrote about this extensively in the November issue. Hopefully you also received a letter requesting help on this all-important introduction to our hobby. Your tax-deductible contribution (for U.S. citizens) is the difference between this exhibit going forward or not. This exhibit [illegible] [illegible] new hobbyists [illegible]. We [illegible] Sacramento [illegible] pledge or donation to [illegible] at our website. We need your help to make this happen.

Second, I resolve to [illegible] our [illegible] and improve our [illegible]. We hope to [illegible] the [illegible], and our [illegible] is much improved.

Third, I resolve to announce new member benefits at no additional cost [illegible] as soon as we can work out the details. Some exciting prospects are in the works, so stay tuned.

Fourth, I resolve to keep up with changing technology and [illegible] standards to ensure continued interoperability. In that regard, we are working with the industry to resolve [illegible] issues with existing products. This core function of the NMRA is [illegible] enjoyment of the hobby.

Fifth, I resolve to re-emphasize that the National Model Railroad Association is a hobby organization [illegible] to improve [illegible] of model railroading. That means simplifying our Executive Handbook [illegible] and [illegible] Let's put the "model" back into Model Railroading!

Finally, I resolve to acknowledge that none of this would happen without Chief Administrative Officer [illegible], our headquarters staff, the many volunteers who make the NMRA click, and certainly our members who continue to support this organization because it is vital to the hobby we all enjoy.

Those are my resolutions. One of them, however, [illegible] "Getz" than a resolution! This is the subject of the rest of this column. At the Narrow Gauge Convention last September, I plugged the NMRA during the general assembly, [illegible] narrow gauges. [illegible] there [illegible] among some narrow gaugers for the NMRA, despite the fact that many [illegible] narrow gaugers are [illegible] NMRA members.

Unfortunately, it is [illegible] the narrow gauge community [illegible] the NMRA. With about [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Charlie

NATIONAL OFFICERS

[illegible]

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NMRA MEMBERSHIP

[illegible]

Mail Car

Reader Feedback

[illegible]

Well-known modeler Frederick G. Carlson, 66, died September 24, 2012, in Pueblo West, Colorado.

Fred is survived by his wife, Sue, and three children, Fred D. Carlson, Stephanie Jones, and Jennifer Carlson, as well as five grandchildren. He was retired from the Association of American Railroads (AAR) Transportation Technology Center, Inc.

Fred had been a model railroader most of his life and earned his Master Model Railroader (# 197) award from the National Model Railroad Association in 1993. He served as president of the NMRA's Rocky Mountain Region from 2006 to 2008.

Professionally, Fred was also a lifelong [illegible] and had earned wide acclaim in the field of railroad air brake operation, application, training and development.

Following high school he pursued his interest in art through a scholarship to the Art Institute of Chicago but before he could complete his studies there, was called to duty, joined the U.S. Air Force, and was a Weather Observer stationed in the United Kingdom and Libya. Following his discharge he earned a mechanical engineering degree from the University of Illinois, then went to work for the Illinois Central Railroad.

After several years of railroad service, he was hired by the AAR as a research engineer at the Chicago Technical Center, where he focused on air brake research and training. When operations shifted from the Chicago facility, he relocated to the DOT's transportation center in Pueblo, Colorado.

Fred was instrumental in the development and application of AAR interchange standards for Electronically Controlled Pneumatic Brake Systems, electronic air brake testing and numerous other advancements in railroad braking technology. He retired in 2008 and, while retired, was elected secretary of the railroad industry's Air Brake Association, an office he continued to hold until his death.

Fred was an ardent model railroader and was widely known for his [illegible] & North Houghton layouts both in Chicago and Pueblo West. He also had a deep interest in model railroad operations and hosted regular operating sessions on his C&NH. The C&NH depicted a rail line serving iron mining in Michigan's Upper Peninsula running from [illegible] on Lake Michigan to the central Keweenaw Peninsula on Lake Superior. It was set in 1951.

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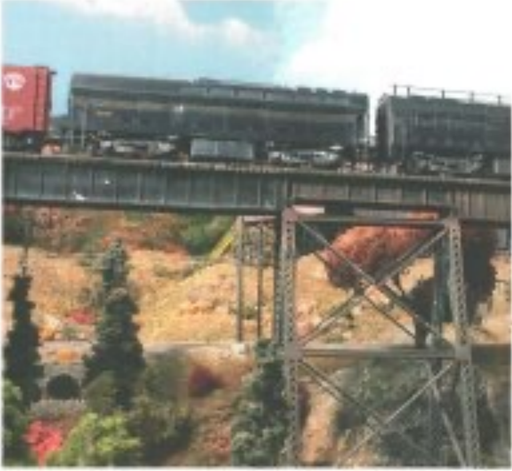

John Kelley's Pennsylvania Railroad

Peachtree 2013 NMRA National Convention

[illegible] David Betts; layout photos by Perry Youngblood, MMR

Veteran model railroader John Kelley's love for the Pennsylvania Railroad led him to build the layout shown here. Prior to [illegible] this [illegible], John belonged to the North Shore Model Railroad Club in Wakefield, Massachusetts. There, John honed his skills in all facets of the hobby. Upon relocating to Atlanta, Georgia, John began his modeling of PRR Eastern Division from 1948 to 1955. Currently, John is active in the NMRA. His company, the UPS Store, publishes the Piedmont Division's newsletter, [illegible], and John is on the advertising committee for the 2013 NMRA National Convention. Additionally, John is a member of the North Atlanta Rail Barons, a 100% NMRA club that meets weekly at members' homes to foster fellowship, help with [illegible] design and construction, and [illegible] operating [illegible].

Above: [illegible] PRR [illegible]

Concept and Track Plan

John's Eastern Division of the PRR, which runs from Philadelphia to Altoona, Pennsylvania, features [illegible] scenery and trees in the autumn. [illegible] required the use of double track mainlines rather than the four-track mainlines used by the prototype. The [illegible] foot basement layout [illegible] provides for [illegible] running on [illegible]

Construction and Track

Conventional open grid and L-girder benchwork was used to frame the railroad using dimensional lumber and [illegible] inch plywood sheeting. The roadbed is a sandwich of cork and [illegible] homasote roadbed. This combination provides a very quiet surface for running trains. The layout [illegible] and mains are Code 83 [illegible] flex track with [illegible] and [illegible] inch minimum radius curves [illegible] all painted in the appropriate rail and tie colors. John prefers Shinohara turnouts: they have excellent operating characteristics [illegible] due to their metal frogs [illegible] Woodland Scenics fine gray ballast is held in place with diluted white glue.

Scenery

John employed traditional scenery methods on the railroad. The land forms and mountains are built using cardboard strips [illegible] which are covered with plaster cloth. The rock [illegible] using rubber molds and [illegible] are stained in appropriate colors. John built up the ground cover on the terrain using layers of ground foam in various colors to create a natural blend. [illegible] photographs were used to attain authenticity. The more than 300 trees, with more to come, are from Woodland Scenics dressed in fall foliage. To create the trees and [illegible] scenics, John again relied on Woodland Scenics for the [illegible] products. John painted the [illegible] and [illegible] using [illegible] different hues to attain the desired coloration. Backdrops are painted directly on the walls.

Most structures on the layout are kits from Walthers, DPM, and [illegible] Each structure has been carefully constructed and weathered to depict buildings [illegible] placed on the railroad, such as switch towers [illegible] painted in PRR colors [illegible] family look.

Motive Power

Most of the motive power is steam and electric, with some diesels. John has more than 50 engines representing several classes of PRR steam engines. Most of the engines are from Bowser which have been super detailed and [illegible] with [illegible] and Soundtraxx [illegible]

Peachtree Express
[illegible]
[illegible]

Below: PRR No. [illegible] [illegible] across the Eastern Division.

Above: [illegible] under wire, holds the main tracks on John Kelley's PRR.

Lately, steam locomotive offerings from BLI have been making significant inroads into John's collection. The remainder of the steam locomotive roster consists of brass imports, Bachmann Spectrum, and Proto 2000. The electric locomotives are brass imports (GG1s and P5s) and BLI products. A combination of brass and plastic diesels rounds out John's locomotive roster.

Left: John Kelley, Chief Engineer, poses in front of his PRR railroad. — [illegible]

Rolling Stock

John's freight car collection attests to his years in the hobby — there are metal kits from Athearn and Funaro on the railroad. However, most of the freight car fleet is plastic from Bowser, Athearn, MDC, Walthers, Kadee and Red Caboose. Some wood car kits from [illegible] are used on the layout.

Signaling

John's signal system uses components from several manufacturers. Most signal heads are position light PRR types. The signal drivers are made by Circuitron, [illegible] "[illegible]" and [illegible] devices are used for block detection to trigger the signal drivers. [illegible] plans on adding to signaling [illegible] the near future.

[illegible] when it becomes available, it will be an important part of the layout.

Operations

As an operator, John is a big proponent of command control. Initially, he used Dynatrol, which was an early form of proprietary command control popular among model railroaders interested in realistic operations. Later, John switched to NCE DCC Power House Pro with radio throttles. The layout is segmented into power districts using a combination of [illegible] and DCC circuit breakers. Mobile decoders from NCE, Lenz, and [illegible] are used in the locomotives. [illegible] locomotives come with decoders from QSI. Turnouts are motorized where possible using Tortoise switch machines and stationary decoders from NCE ("Switch It"). In this way, handheld throttles can control the turnouts at any point on the layout.

The layout was designed with realistic long and prototypic operations in mind. Thus, John can watch and enjoy scenes running through nicely detailed scenery or perform freight car forwarding and train make-[illegible]. There are passing sidings to the main route and switching movements and train lengths average between 12 and 15 cars.

Industries served on the railroad are a coal mine, a bulk fuel depot, a large coal distributor, several freight stations for less-than-carload goods, and manufacturing concerns. Typically the coal mine generates the greatest amount of traffic. It is the largest industry on the layout. Blocks of empty coal hoppers are classified in the yard and built into a train. The coal mine can handle 10 to 12 coal hoppers.

The power for the coal train is usually an I-1 steam locomotive, [illegible] on the PRR as big coal haulers. The I-1's job is to deliver empties to the mine and then pick up loads. There is a switch engine assigned to work the mine tipple [illegible]. The I-1 hauls the loaded coal back to the yard where it is classified for destinations off the layout. A steel mill is being planned for the railroad and will become a major destination for inbound coal and other material used in the steel making process and a major source of outbound steel products.

As with most model railroads, John is working to expand and improve his model railroad. He has completed the [illegible] of the garage and [illegible] with the railroad in mind. The railroad now crosses through the laundry room and reaches into the [illegible] room. This expansion will enable more scenes to be built, provide more running room and more trains, and [illegible] operations.

John Kelly's layout debuted on the open house circuit in [illegible] participating in the NMRA Piedmont Division (Southeast Region) annual Piedmont Pilgrimage, then the quarterly layout tour program. It has been well received by those who have visited. John is planning to have the layout [illegible] for the 2013 NMRA National Convention in Atlanta July 14-20. This layout is a must see for the Pennsy fan [illegible] and signature PRR [illegible] done.

[illegible]

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Pittsburg, Shawmut & Northern Railroad

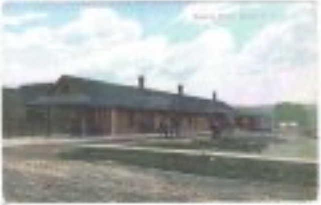
Hornell, New York, Depot

[illegible]

[illegible]

The Pittsburg, Shawmut & Northern Railroad was a coal, timber, and oil [illegible] road. Originating in Brockway and Tyler in the coal fields of western Pennsylvania, it wound itself northeast into southern New York State. There were great expectations for the railroad to terminate on the shores of Lake Ontario and connect with New York Central at Macedon, New York; however, the line never got farther north than Wayland, with branches to Hornell and Olean.

Consisting of a [illegible] of small railroads the PS&N was born in the late 19th century. It sputtered through the 20th century [illegible], rarely making a significant profit. The railroad was in bankruptcy and [illegible] most of its life, until [illegible] 1947.



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It is rare to obtain even partial plans of an historic depot from which to make a drawing for modelers. Such was the case when a friend from the Pittsburg, Shawmut & Northern Railroad Company Historical Society, John Mackler, gave me the detailed floor plan and south elevation for the railroad's combination depot in Hornell, New York. From this data, plus some ancient photographs, I was able to make the drawings presented here.

The railroad constructed the depot, located at 102 Seneca Street, in 1898 and supported it on wood pilings. In 1946, this was literally the building's downfall — it was sinking. The plan I received was drawn to show proposed modifications to the building by interchanging waiting rooms and the baggage room and shoring up the structure. It is doubtful this was ever done.

Above: [illegible]

Below: [illegible]

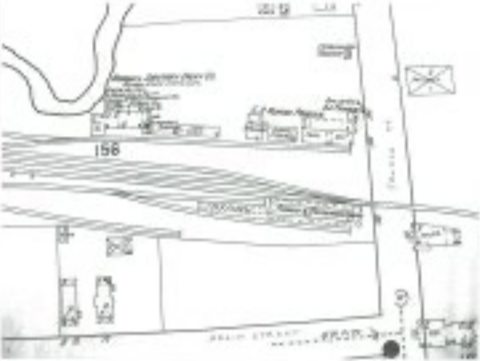
The railroad ceased passenger operations in 1935. The building was used as a freight office until the railroad abandoned the line in 1948. [illegible] used the structure [illegible] early 1950s.

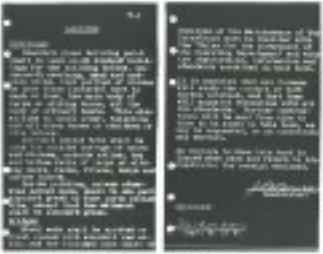
[illegible] passenger and freight [illegible] were built at one time. The railroad had [illegible] and engine service facilities [illegible] of the depot. It also had [illegible].

Modeling the Depot

This building's design is most suitable for a large model railroad. Featuring clapboard siding, the building should be relatively easy to build with commercially available materials. The roofing was asphalt shingles. The chimneys had a distinctive design that can be modeled here using brick-patterned material.

The doors varied in design. The office and waiting room had ample [illegible]





Above: Thanks to the PS&N Historical Society, I was able to share these specifications.

[illegible] windows while the freight section had none and the baggage room had two such windows.

A brick platform [illegible] this building's [illegible] on the track side and under the [illegible] [illegible] the platform on the remaining sides. A wood platform [illegible] the north side of the baggage room.

The interior information obtained from PS&N's drawing will allow you to fully detail your model.

The interior passenger section of the depot was probably furnished with beadboard siding. I would expect that the larger freight portion of the building had walls with exposed 2x4 studs.

Coal-fired stoves heated the building. One can surmise that electric lighting was added sometime in the early 20th century. Be sure to add little details like the train order signal, telephone sign, baggage boxes, [illegible] tools/platform, and people to make your scene complete.

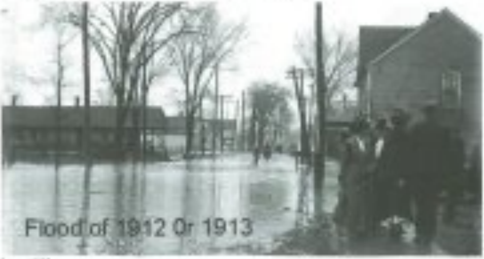
John Mackin furnished me with a copy of PS&N's color standards that removed the mystery of what color the railroad painted this depot. Sherwin's "standard green" covered the building's exterior. Paint chips from the restored depot at Cattaraugus, New York, showed that the railroad's "standard green" can best be described as a medium green. The trim was an ivory color leaning toward yellow.

For best results, paint the body of the depot, its trim, windows, doors, and sills separately, and then assemble them. If you use wood siding, seal both sides with [illegible] to make a grain.

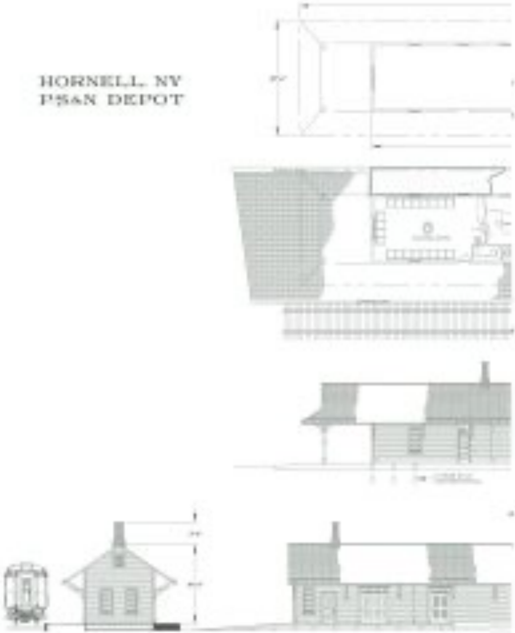
Acknowledgements

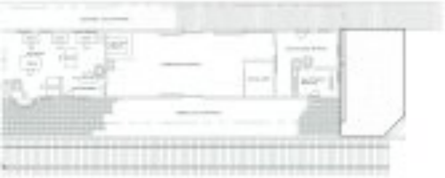
Special thanks to John Mackin and the members of the Pittsburg, Shawmut & Northern Railroad Company Historical Society for their assistance with this project. [illegible] your support of the information they collect lets it be preserved for future generations.

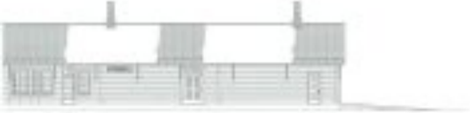
Below: [illegible]



HORNELL, NY
P$&N DEPOT







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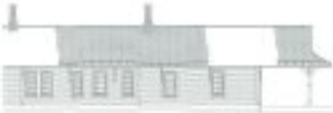

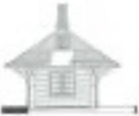

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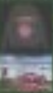

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From Concept to Publication

Part 1: Ideas and Camera Basics

[illegible]

[illegible] ...where do I begin?

I [illegible]

While many modelers have considered writing about a special project or [illegible] documenting progress on our layouts, [illegible] from idea to finished product. [illegible]

[illegible]

While [illegible] piece begins with [illegible] and an idea, [illegible] important questions [illegible] during the writing process.

1. Who is the target audience. [illegible]

[illegible]

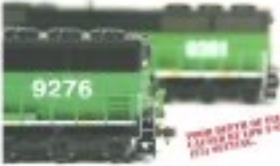
[illegible]

[illegible] a historical [illegible]

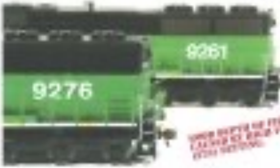
2. [illegible] should the article be expanded to demonstrating different techniques within the context of the project, enabling the reader to apply them in their own pursuits? For example, while one may not have any interest in that particular feature, learning how two cars were spliced together to create it may provide something that can be used in other endeavors.

These two basic questions should dictate the direction to proceed while assembling the various elements that will comprise a potential article, the first being photography. Photography — likely the most important part of any instructional piece — can either make or break the project; yet model photography often remains a misunderstood subject by many hobbyists. While some folks see the need for expensive equipment and others feel the need to use an Adobe Photoshop, the truth is that neither is really necessary. Manipulating photos is generally frowned upon by most publications, so let's look at how to create good photographs.

The first step in creating quality photos is understanding how to use your camera. Some cameras are very complex with lots of bells and whistles while others are bare-bones basic. All are simply tools, nothing more than a knife or hammer. Getting good results from your hobby tools requires both practice and proper use. In conversations, I asked a modeler what settings or options his camera had, and he was unaware of anything other than the button on the front. So let's briefly review camera basics using simple terms as they relate to model photography.



POOR DEPTH OF FIELD CAUSED BY LOW F-STOP [illegible] SETTING.

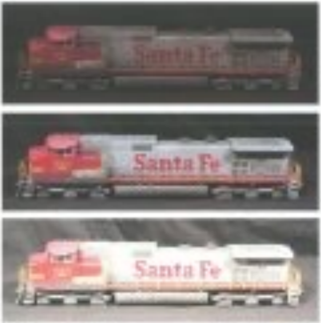


GOOD DEPTH OF FIELD CAUSED BY HIGH F-STOP [illegible] SETTING.

Model photography is quite different from other types of photography we are familiar with such as friends, sports, or even wildlife photos. Unlike everyday photography, model photography creates an image of something that is substantially smaller than everyday objects and occurs often in less-than-ideal lighting conditions.

Great photography is really nothing more than the capture of light and shadows; the two components that comprise the "mechanical" aspect of every photo are:

1. Aperture: Commonly known as f-stop, this is the amount of light allowed



All three: These three identical photos taken at [illegible] [illegible] the difference exposure time has on a photograph. [illegible] longer exposure [illegible] lighter image [illegible] shorter exposure results in a darker image.

into the camera. In simple terms, the model photographer, the larger the number, the better — this defines the "depth of field" or how far the camera will see in focus. Good model photography generally requires the largest f-stop number possible, [illegible] is within camera limits, but the larger the f-stop number, the smaller the aperture and the less light is allowed.

2. Exposure. Also referred to as shutter speed, this is the time the camera's shutter is open, capturing available light. The exposure time of a photo determines two things, the first being whether action is frozen. Simply put, a fast shutter speed is required to "stop motion." A great example familiar to many of us is a photo of a merry-go-round taken at night. You will recall the ponies appear to be in motion from vertical to horizontal positions, and this is because of the slow shutter speed required by the nighttime photo. Take the same merry-go-round photo in bright daylight, and the ponies will be "frozen" without motion because of a much higher shutter speed.

The second function of shutter speed is determining whether a photo is underexposed (too dark), correctly exposed, or overexposed (too light). Finding the correct exposure time can usually be done using the camera's built-in light meter, generally a few [illegible]. The meter in your camera is the camera's determination of the correct exposure and moving to the + or – settings will render the photo lighter or darker. One concept to remember, especially in the context of model photography, is that exposure has a direct relationship to aperture: because the higher the f-stop number, the longer the exposure time required.

Below: Most modern cameras, both "point and shoot" and DSLR, offer [illegible] dial allowing you to select [illegible] different operating modes, including [illegible] the depth of field [illegible] exposure. Digital cameras [illegible] to perfect the shot on the spot.

Above: [illegible] "Ball Head" [illegible]

Above: [illegible]

Here are three components of a tripod: a quick-release plate that attaches to the bottom of the camera, [illegible] plates can be purchased that fit on each camera, making switching equipment faster and easier.

Left: In addition to a tripod, beanbags can be useful tools when setting up shots on the layout, [illegible] where a conventional tripod will not fit.

Right: All modern cameras are equipped with a built-in timer [illegible]. Using the timer will trigger the shutter after you have removed your hands from the camera, [illegible] capture of the subject.

[illegible] When you press the button on the camera, the shutter opens for the predetermined time, allowing the camera to capture light allowed in by the aperture setting. So far, this sounds pretty simple, right? Let's practice by placing a [illegible] on a table, then picking up your camera and finding the MANUAL or M setting. This is generally located on a thumbwheel on top of the camera or a settings/mode button on the back of the camera. (Also turn off the flash if it will activate.) Now, set the aperture and exposure time. Then try taking a few photos, adjusting both until you see how the aperture and exposure time play with each other.

Ok, did some of the pictures turn out blurry? This leads us to the next concept we must understand about model photography — whether to hold the camera. Simply put, we usually must be able to hold the camera because the long exposure times required for most model photos will lead to camera shake and blurry photos. To ensure a good photo in [illegible] on a solid, stable surface that will not allow movement. Then, use a cable release or the camera's timer to activate the shutter.

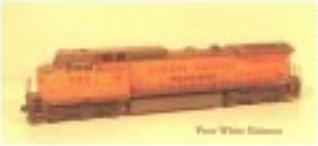
One absolute necessity of model photography is a tripod. Tripods are available in varying styles and grades from consumer to high-end professional equipment. The parameters for choosing a tripod should be dictated by how you plan to use it. When selecting a tripod for model photography it need not be limited to that one role. A video tripod can do double duty since it will support either still or video cameras making it useful while out railfanning or [illegible]. The bottom line is that the tripod must be sturdy enough to support the camera while holding without shaking or bending. One consideration may be a light duty tripod [illegible] while sacrificing in the ability to weight it down to prevent it from blowing over. Just [illegible] stepping away from the tripod and watching it fall over due to the wind generated by a train passing at high speed. (Ask me how I know this…)

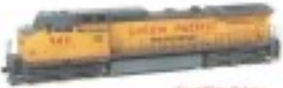
The tripod solves half the blurry picture problem; the ability to capture the camera's shutter without touching it solves the second half. Almost every camera has a built-in self-timer. DSLR models generally also have a port for a cable release, or optional remote button on a cord. Both will provide a way to keep from touching the camera. Let's practice taking photos again, this time using a tripod and the timer or a cable release.

Much better, right? Now that we understand the basic foundations for taking good photographs, let's look a little more in-depth into how several digital camera settings relate to model photography.

- ISO. In the conventional film world, this is known as "film speed." Ranging from 100 to several thousands, a general rule is the lower the ISO, the sharper the picture, other factors being equal. As the ISO increases the picture becomes increasingly grainier (often called "noise"). This is especially noticeable in pictures with dark backgrounds.
- White Balance. If you've ever viewed a photo that had an unnatural bluish or reddish cast, this was likely the result of an incorrect white balance. The type of light a subject is photographed in is known as temperature, which is measured in Kelvin units or simply "K." For example, temperatures exceeding 5000K, such as fluorescent bulbs, are considered cool or bluish-white, while lower temperatures, such as incandescent bulbs, are considered warm colors (yellowish-red). Film photographers have to change the film type to match the color temperature of the light. Digital cameras can compensate for any range of light temperatures automatically or with the switch of a button, generally marked "WB." Your camera's instruction manual includes more details on how to set your camera's white balance.
- Digital File Size. Digital photograph size is measured in the number of pixels that make up the photograph, and most publications prefer file sizes in excess of 8 to 10 megabytes per photo. Found within each camera is the option to record the photo in various file sizes. The larger the file size, the better. This determines how

Below: [illegible] cable release. The cable release allows the camera shutter to be triggered without touching and jostling the camera's body.





Both Left: These two photos illustrate the relationship white balance has on a photograph. In the photo on the left, the incorrect White Balance has left a yellowish cast throughout the entire photo.

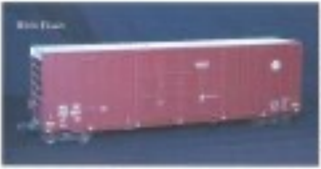
large a photograph can be reproduced in print and at what resolution. Generally measured in the settings of LARGE, M, or S (listed from largest to smallest), all publications prefer the LARGE setting, which is the maximum file size that may quickly use up the available space on your memory card or your personal computer hard drive. The next best setting is the LARGE FINE jpeg option, which is generally sufficient for hobby publications.

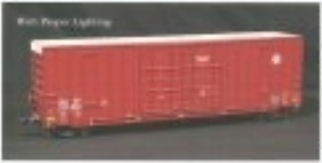
Above: The settings for file size can generally be found in the camera's menu and are listed as Large, Medium, and Small jpgs.

• Flash: Just one rule applies to flash photography in the context of model photography — turn it off. The unnatural high and low lights of an electronic flash will almost [illegible] be cause for the rejection of a photograph. In the event a flash cannot be turned off, covering it with a piece of black construction paper will prevent it from destroying a photograph. However, you may need to lengthen the exposure time if the camera has calculated the flash into the exposure recommendation of the light meter.

• Manual and Macro Focus: Almost anyone who has tried model photography can tell a tale of fighting with the camera's auto focus. Either it wouldn't focus at all, or wouldn't focus on what you wanted to have [illegible] in focus. This is because most consumer grade cameras are designed with family activities in mind, [illegible] hardware and software are tailored to [illegible] photographed at a distance rather than close up.

The first method to overcome this issue is to set manual focus, enabling you to focus on exactly what you want rather than what the camera chooses. A second method is to use macro focus, which can yield excel-



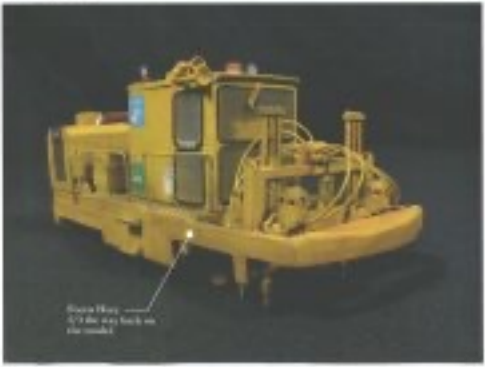


Both Left: One of the basic rules in model photography is not to use a flash. Lighting is very critical, seen below with a flash compared with the center with proper lighting. [illegible] see the detrimental effect of flash photography, leaving the upper photo [illegible] unnatural color and uneven highlights.

lose in-focus with close up photos. Generally equipped with zoom lenses, most have [illegible] cheaper "point and shoot" cameras. Specialty macro filters and lenses can be purchased separately for DSLRs. You may also wish to research "Helicon Focus" a program that allows you to stitch several different images together to increase depth of field/clarity.

Now that we've reviewed the basic mechanics of model photography, I'd [illegible], enabling everyone to get to know their camera, include some time to practice the basics. In a future installment, we'll look at creating an inexpensive portable "studio" along with tips for better photography. ∎

Right and Below: One issue we encounter in model photography [illegible]



Focus Here ——
1/3 the way back on the model

Merrill
Publishing Associates
[illegible]

[illegible]
Blair Line, LLC
[illegible]

[illegible]
[illegible]

AZATRAX
[illegible]

Need Sounds? 40 Choices, Complete Systems
[illegible]

Stay on Track
[illegible]

NEW PRODUCTS AVAILABLE NOW AT
YOUR LOCAL ATLAS DEALER!
[illegible]

[illegible]

GM Tram
By
Alpine Division Scale Models, L.L.C.
[illegible]
[illegible]

WEATHERING / [illegible] SOLUTIONS
[illegible]

BECOME AN EMPIRE BUILDER!
MAINLINE
WWW.INTERNETTRAINS.com

SOO LINE
7 Post Box
SOO LINE
HO Scale!
www.foxvalleymodels.com

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The Stockyard Siding at Island Park, Idaho

Article and photos by Thornton Waite

Stockyard design has evolved and changed over the years, but by the start of the 19th century a standard design and layout emerged, varying only according to the specific location and anticipated business. These facilities made of posts and dimensional lumber were relatively simple to build. The pens were subject to hard use and wear and tear, not only from the animals but [illegible] that didn't want to be there.

Shipping livestock by rail became particularly profitable. By the mid 1970s, most livestock traveled by truck. Rail stockyards were taken out of service as, if they remained in service, the railroad removed the loading chutes for the trucks. Over the years the few remaining original stockyards have been altered and modified, so much so that it is not always possible to know how they were once used by the railroad other than their location adjacent to the right-of-way. In addition, the railroad may even utilize the tracks that once served the loading chutes as the "stock track" at least as an informal name.

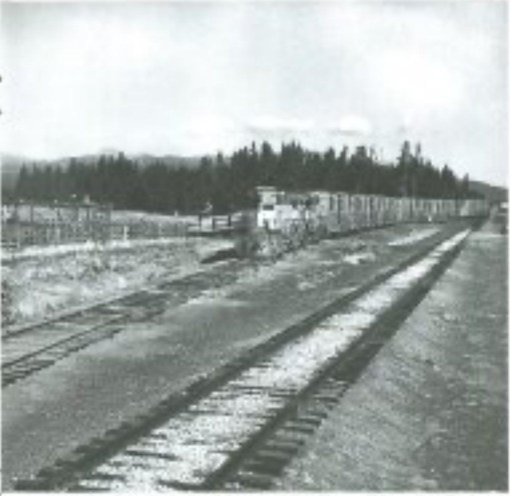
Despite this it is possible to still see intact stockyards in some locations, such as the one at the Island Park siding on Union Pacific's Yellowstone Branch. The UP abandoned the track in 1979 and removed them two years later. However, the stock pens remain, complete with loading chute, since it is on Forest Service land. Today it is still used occasionally to hold cattle on a horse. Only the abandoned roadbed remains as a reminder of the time when the cattle were once shipped by train. Railroad documents dating from 1931 indicated that the stockyard at Island Park had five pens, one double deck loading chute, and a capacity to the deck for immediate loading of 22 cattle, sheep or hogs. The facility had water but no lights or scales.

It is worth mentioning that the well-maintained Island Park siding had [illegible] service. More than likely, this was due to the Harriman family's joint ownership of the nearby Railroad Ranch who raised cattle every summer. During the season [illegible] to the Island Park region, [illegible] up cattle every fall and shipped them to [illegible] market at [illegible]. Not only did the Harriman family [illegible] the Railroad Ranch, but they personally participated in the annual fall roundup. Not surprisingly, [illegible] ensured timely delivery of the stock cars prepared with plenty of [illegible] on the floors. After loading the cattle onto the cars, the Harrimans hosted a party with food and presumably beverages for everyone who had helped out. The Harrimans donated the Railroad Ranch to the state of Idaho in the 1970s. Today it is the Harriman State Park of Idaho, complete with the original buildings used by the Harriman family.

The stockyard at Island Park siding was [illegible] UP [illegible] 1,100 feet through [illegible]

Above: A view of the Island Park [illegible] [illegible] — Union Pacific [illegible]

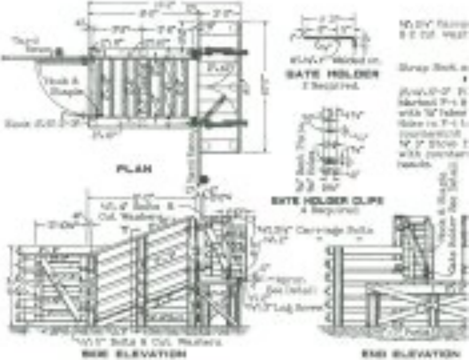
Left: The ramps to the loading chute [illegible]



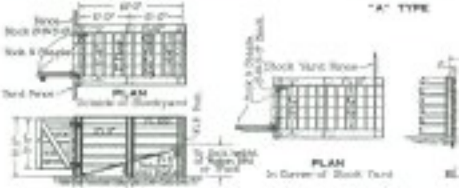
east side of the tracks — the same side as the National Guards. This entailed herding livestock across the tracks. At one point, an additional spur siding off this stockyard siding was used [illegible] to be shipped to the [illegible] in [illegible], Idaho. It was also probably used to move the [illegible] by the [illegible] and the other owners of the ranch when they owned the [illegible] during the summer. There was once a small group of bunkhouses also [illegible] at the siding, but all signs of the settlement have vanished with the passage of time. The Yellowstone Branch line and siding track were hand-raised above the surrounding area to keep the roadbed dry.

The branchline rails were lightweight 90-pound rail, and the siding rails may have been a lighter 75 pounds. Sand and gravel were used for ballast since this was not a mainline. Only minimal maintenance was performed, and the branch was covered with snow in winter. The railroad only opened the line in [illegible], when the heavy snowfalls were over and preparations were then made for the summer tourist traffic to Yellowstone National Park on the *Yellowstone Special* and *Yellowstone Express*. The siding had a short gravel platform directly across from the stockyard for the convenience of passengers [illegible] the siding.

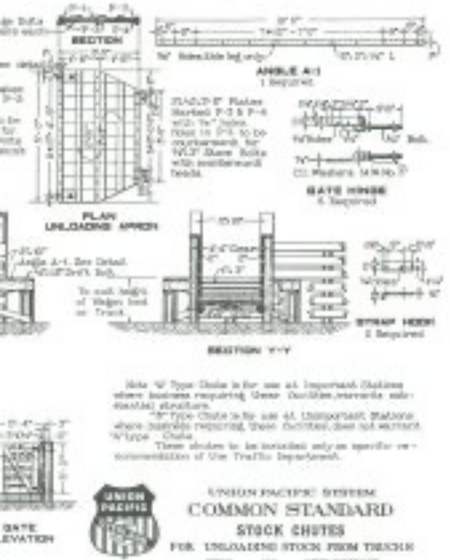
A large standard U. P. signboard lettered "[illegible]" painted white with black lettering stood at the siding. The siding was in a large open meadow surrounded by lodgepole pine trees. The roads on both sides of the tracks, seemingly coming from nowhere, led to the siding area. The siding area located on railroad-owned land which extended beyond the width of the right-of-way.


Yard Fence
Hook & Staple
PLAN
GATE HOLDER
2 Required
GATE HOLDER CLIPS
4 Required
Carriage Bolts
Lag Screw
Bolts & Cut Washers
SIDE ELEVATION
END ELEVATION

"A" TYPE


Fence
Hook & Staple
Yard Fence
PLAN
Outside of Stockyard
Stock Yard Fence
PLAN
In Corner of Stock Yard
SIDE ELEVATION

"B" TYPE


SECTION
ANGLE A-1
1 Required
PLAN
UNLOADING APRON
GATE HINGE
4 Required
Angle A-1. See Detail
To suit height of Wagon bed or Truck
STRAP HOOK
2 Required
SECTION Y-Y
GATE
ELEVATION
UNION PACIFIC

Note "A" Type Chute is for use at Important Stations where business requiring these facilities warrants substantial structure.

"B" Type Chute is for use at Unimportant Stations where business requiring these facilities does not warrant "A" type Chute.

These chutes to be installed only on specific recommendation of the Traffic Department.

UNION PACIFIC SYSTEM
COMMON STANDARD
STOCK CHUTES
FOR UNLOADING STOCK FROM TRUCKS

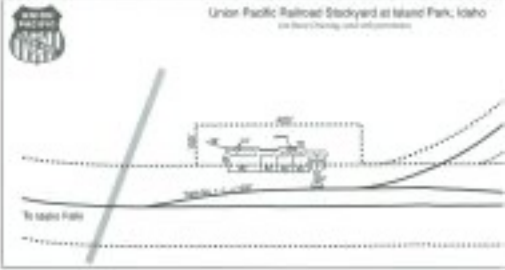
[illegible]

[illegible] Carriage bolts and [illegible] together.

The stockyard was on a plot of land approximately 425 feet long by 100 feet wide. The only [illegible] the stockyard [illegible] surrounding the stockyard. There was a grade crossing just to the north of the stockyard. It reverted to the United States Forest Service when the line was abandoned.

Although the UP had a Common Standard design for the loading chutes, the design varied over the years based on [illegible] and the use of different materials. Loading ramps changed [illegible] designs [illegible].

There are several key features of the stockyard layout, including a [illegible]-foot-long [illegible] the cattle through the main gate into the alley. The 11-foot-wide single-piece [illegible] gate swung open on [illegible] hinges. The gate's single [illegible] panel was braced with diagonals to keep it from sagging. Carriage bolts with nuts [illegible]. At Island Park there were four pens (two of which were [illegible] feet), while the four [illegible] feet. A fifth pen [illegible] and is not shown on the layout. Gates and alleys between the [illegible] pens kept the livestock separated and allowed one group of cattle to be loaded into one car while another group



Union Pacific Railroad Stockyard at Island Park, Idaho

[illegible]

and being loaded into a stock car from either track. The 12-foot-wide alley had side fencing six feet high with a high wood arch over the fences at the appropriate locations.

Gates were used liberally to segregate the stockpens and direct the livestock. The gates rotated 180 degrees depending on which path was selected for the cattle. The width of the main alley was the same width as the gate so that the gate could act as a barrier in the alley when it was opened from a pen. The layout allowed the livestock to be herded into a pen, to the scales, or directly onto the loading chute.

The livestock would all be weighed at the scale before they entered the 36-foot-wide loading dock. The scales consisted of a platform mounted on a lever with a balance beam and were used to weigh the animals prior to shipment. A small scale house was used as an office to record the weights.

Above: A view of the scales, [illegible]

Below: A view of the [illegible]

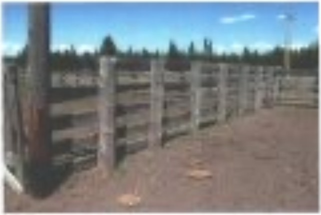
To West Yellowstone

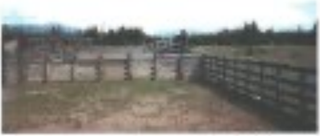
Right: This is a [illegible] one side of one of the pens. [illegible] the posts [illegible] still being used.

The loading chute had two ramps, one for each deck. The ramps started out at the same elevation, but the left-hand ramp had a steeper angle that rose to match the level of the upper loading deck in the stock car, while the lower ramp was not as steep and matched the lower level of the stock car. At the end of the loading chute were two doors which opened when the stock car was being loaded. The doors rotated 90 degrees to form a side wall on the loading deck. The [illegible] the upper loading chute acted as a ramp for the upper chute and when it was lowered it led into the stock car. The loading ramps had cleats with steel angle [illegible] to help the animals walk up into the stock car. Boards with cleats were also placed on both sides of the loading chute and were used by the ranch hands to prod the reluctant animals into the cars.

There was a platform between the loading chute and the stock car, [illegible] from the running board along the loading chute down to the platform, and steps led from the ground up to the platform. A person could go to the opposite side of the loading chute by going down to the ground and ducking under the platform and chute. Some chutes had fencing under them, and everything was braced to keep it from sagging or breaking.

The stock pens and loading chutes were designed and built for heavy usage and special care was taken to prevent any nails or other sharp objects from sticking out and hurting the livestock — this would have been by damaging the hide and meat. Fences were made using [illegible] pieces of rough cut wood, and the posts holding them up were [illegible] inches in diameter spaced about [illegible] feet apart. The fence posts had boards on both sides to keep the cattle from hurting themselves on the posts. The stockyard was made from cedar as it would last longer — an important consideration since it [illegible] over the years. The loading ramps were typically made using [illegible] because it is a stronger wood than cedar and had to stand up under the pounding of the heavy livestock. The steps had metal angles on the front edge so the hooves of the livestock going up the ramp wouldn't destroy them. The gates had diagonal wood braces [illegible] to keep the gates from sagging. [illegible] Pictures of the stock pens taken while they were being used [illegible].

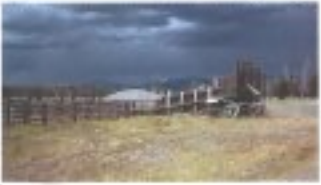




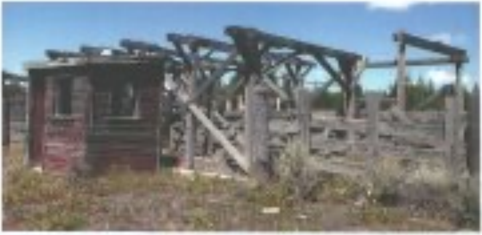
Above: Another view of the stock pens with the loading chute in the background.

Some modifications were performed at the Island Park stockyard [illegible] and an additional pen was added at one end. [illegible] to this pen.

The stock trains typically consisted of only stock cars, with the motive power on the front end and a caboose on the back end. [illegible] the ranch hands who went with the animals to make sure the livestock were fed, watered [illegible]



Left: Although it had fallen into disrepair when this photo was taken [illegible], the fences and ramps on the loading chute are still present.



Above: Another view of a gate, showing the bracing used to keep it from sagging.

Top: The scale house is a simple frame structure next to the stock pens to weigh the livestock. [illegible]

Above: This is a close-up view of one of the swing gates [illegible]

and corral. This scheme undoubtedly went through quite a bit of [illegible] and [illegible] and [illegible] possibly [illegible]. [illegible] Ranch [illegible] from the final destination [illegible] the passenger train. Union Pacific expedited the stock trains, since the stock had to be unloaded and the livestock [illegible] every 36 hours for rest and water — a time-consuming and expensive undertaking.

On the UP, if the train carried regular freight cars as well as stock cars, the stock cars were placed at the head end. This was presumably to [illegible] from slack action. Cars carrying horses had to be in front, [illegible] cars [illegible] the head-end power when steam locomotives were being used because they are a more delicate animal and were more easily frightened by steam locomotives.

The stockyard at [illegible] Park is deteriorating with time, weather, and vandalism. UP abandoned the track in 1979 and pulled the rails in 1980, which was many years after the livestock transportation by rail ended. The land reverted back to the United States Forest Service, which left the stockyard standing. The scale house and sides are still standing, but the house is quite wobbly and quite weathered. The hinges on the gates still remain, so the gates can be opened and closed. Bracing has prevented excessive sagging. A few critical posts and planks have been replaced in recent years, so that the stockyard can still be used. Horseback riders use the pens occasionally, when they unload their horses. The old right-of-way is now a recreational trail, used year round. The gravel roads are in good condition and are frequently used by hunters and campers. The setting is not accessible in the winter months due to the deep snowfall, which does not melt until late spring.

A stockyard such as this one would look good on a layout even if there are no trains [illegible] on a contemporary layout, a reminder of the times when cattle, sheep, and hogs were shipped by rail. Stock pens are available commercially from Campbell Models, JV Models, Walthers, Cornerstone, Life-Like, and Micro-Trains Line (N Scale stock loading ramps), and a wide variety of stock cars are available. ■

Conducted by Didrik A. Voss, MMR
Manager, Standards & Conformance Department

[illegible]

Table 1: Conformance and Inspection Summary

Bachmann Spectrum USRA Light 2-10-2	
STANDARDS (required for Certification)	
S-2 Couplers	Pass
S-3 Wheels	Fail (1)
S-7 Clearances	Pass
S-9 Electrical Locomotive	Pass
RECOMMENDED PRACTICES (not required for Certification)	
RP-9.1.1 Elec. Interface 8-pin	Pass
RP-25 Wheel contour	N/A

[illegible]

Review Bachmann Spectrum USRA Light 2-10-2 N Scale

Reviewed by Gary Oberst

This product did not receive a Conformance Warrant

During World War I, the United States Railroad Administration (USRA) served as the national rail railroad system within the U.S. The Administration had several charters, including the formidable task of bringing all the parties involved in railroading together — management, labor, investors, and shippers. All this was to benefit the war effort. Another charter for the USRA was to develop standard locomotive and rolling stock designs that were up-to-date, easily produced, and could rapidly replace the outdated equipment currently serving the war effort. North American railroads ordered more than 100,000 railroad cars and 1,930 steam locomotives of the new USRA standard designs, at a cost of $380 million. One of these designs was the USRA "light" 2-10-2, commonly referred to as the "Santa Fe" type.

When the Santa Fe type design was introduced, the 2-10-2 light locomotive was the largest non-articulated locomotive in common use. Typical assignments included slow drag freight hauling over its road. Locomotive manufacturers constructed a total of 94 of the 2-10-2 light class under the auspices of the USRA. Alco Brooks produced 75 and Baldwin produced the remaining 19. [illegible]

Below: Spectrum's Santa Fe [illegible]

[illegible]

converters included Ann Arbor; Chicago & Western Indiana; Duluth, Missabe & Northern; [illegible]; Seaboard Air Line; and Southern.

The 2-10-2 design had 57-inch diameter drivers, a combined locomotive and tender weight of 279 tons, a boiler pressure of 200 pounds (square inch), and a tractive effort of 69,400 pounds. The light version of the 2-10-2 did have some issues, including difficulty in adequately counterbalancing the small drivers, which led to rough rides. Also, the locomotive's relatively light weight gave it limited tractive effort as compared to its bigger brothers, the USRA 2-10-2 heavy Santa Fe.

Fortunately, two USRA light locomotives survive today. DM&IR No. 502 is on display in St. Louis, Missouri, at the Museum of Transport. Duluth, Missabe & Iron Range No. 506 (originally DM&N No. 506) is on display at the National Railroad Museum in Green Bay, Wisconsin. Photos of both locomotives can be found at http://www.steamlocomotive.com/santafe/?page=usra

Bachmann produces a 2-10-2 light in N scale as part of its Spectrum product line. The model is equipped with Bachmann's E-Z 28-speed step dual mode decoder, which allows operation on any DC or NMRA compliant DCC

Above: [illegible]

layout. The 2-10-2 also features a die-cast boiler, frame, and cylinders. Details abound throughout the model, including the usual steam locomotive appliances such as piping, cylinders, sand lines, air pumps, power reverse, electrical generators, whistle, bell, classification lights, headlight, builder's plates, and working valve gear. The complete [illegible] and locomotive and tender hand rails are all separately applied. The tender [illegible] graphite [illegible]. Overall, the black finish [illegible] the locomotive and [illegible]. The cab features molded-on detail on the backhead, with the roof and side walls painted in the traditional light green. Clear plastic, flush-fitting windows [illegible] the locomotive's cab and the tender's doghouse. The tender style is specific to this prototype and includes a backup light. Factory installed E-Z Mate magnetic couplers [illegible]. Available paint schemes for the Bachmann [illegible] include Canadian National, Chicago & Illinois Midland, Kansas City Southern, Seaboard, Southern, D&RGW, and a black unlettered version. The MSRP is $[illegible].

Out of the box, the locomotive ran smoothly and responded nicely to throttle changes both in DC and DCC modes. Slow speed operation was very good using the factory CV settings and could certainly be tuned even better by tweaking the start voltage, [illegible] and [illegible]. One issue that turned out to be easily corrected was operation on curves. The locomotive and tender simply didn't want to [illegible] when rounding the curved [illegible]. Close inspection of the coupling between the locomotive and the tender revealed that one of the electrical connection [illegible] was sitting in the middle, while the tender's coupling pin [illegible] than on the outside where it should have been. [illegible] After that the locomotive ran fine through all the curves and turnouts. Pulling power was a respectable [illegible] cars, no doubt largely due to the traction tires on the second and third drivers. [illegible] to negotiate tighter radius curves. The headlight lens and [illegible] on both the locomotive and the tender [illegible], although some [illegible] of the light [illegible] bright enough, [illegible] bright.

Above: The 2-10-2's detailing, paint and lettering are excellent. Note the graphite smokebox.

The locomotive passed all applicable NMRA Standards gauges except for the wheel back-to-back dimensions, which were slightly tighter than allowed by the standard. This prevented the locomotive from receiving an NMRA Conformance Warrant. The Bachmann E-Z Decoder has received an NMRA Conformance Warrant (2009-[illegible]).

Above: [illegible] The boiler, frame, and cylinders are all die-cast [illegible]. The DCC decoder and circuit board are located in the tender.

Left: [illegible]

Above: The model includes [illegible]

N Visible

By [illegible], MMR

N Scale and Regional Conventions...

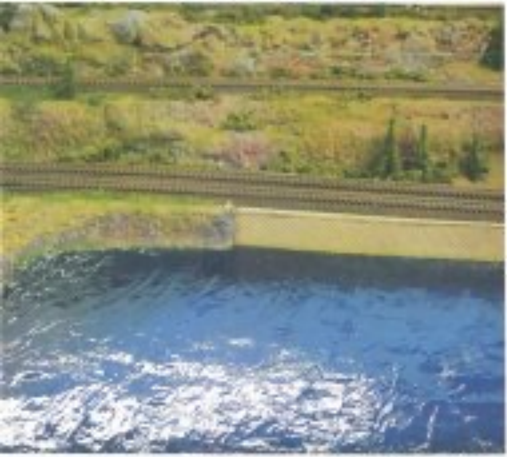
Now is the time to be planning which conventions to attend in 2013. NMRA members have a tremendous number of train shows, conventions, and meets to choose from. Not only do we have the [illegible] NMRA National Convention (www.nmra2013.org) and National Train Show in Atlanta, Georgia, but also a number of fine Regional conventions in 2013. See the NMRA website (www.nmra.org/convention/regional.html) for the latest links to scheduled Regional conventions in your Region and around the world.

Over the past [illegible] years I have attended many shows and conventions, from NMRA Division, Regional, and National to [illegible] N scale national conventions. In my opinion, there have [illegible] N scale and model railroading [illegible]. Let me put in a few good words for the NMRA Regional conventions coming up based on my recent experiences.

In 2012, I attended two regional conventions. The Pacific Northwest Region (PNR)/Pacific Coast Region (PCR) "Siskiyou Summit" Joint Convention, held May 2-5 in Medford, Oregon, and the 2012 Mid-Continent Region (MCoR) Regional Convention "Gateway to Model Railroading Fun" held May 30-June 3 in St. Louis, Missouri.

According to [illegible], who was convention co-chair [illegible], attendance at the PNR/PCR Joint Convention was right around 300. Among the attendees were [illegible] from the Australasian Region, [illegible] from the Pacific Southwest Region (PSR), and seven from the Rocky Mountain Region (RMR). Two PCR attendees came in from Hawaii. The convention committee [illegible] at the 2011 Sacramento National convention. The rest of the convention [illegible] by a small [illegible]. An optional [illegible]. The convention attendees felt good about the results. [illegible]

According to convention co-chairs [illegible], the Gateway Division hosted more than 200 attendees at the MCoR 2012 convention. This convention's emphasis was on prototype railroading, and the Gateway Division celebrated this with cooperative efforts with the OpSIG and a Railroad Prototype Modelers (RPM) group. [illegible] and other members of the RPM [illegible] Meet came to display their models and talk to attendees about their models and modeling techniques. The host group decided to deviate from the past and extended the convention a day, starting on Wednesday evening with a [illegible] party, clinics, operating sessions and layout tours. The OpSIG [illegible] with operations every night at a different layout and all day [illegible]. The convention was well attended with [illegible]



[illegible]

our model cars?). This was another great innovation from my perspective.

Both of these Regionals had many activities in common — clinics, tours, [illegible] destinations (I didn't win any), operating sessions, model contests and plenty of [illegible] and networking opportunities. Both started on a Wednesday evening with registration and ended on Sunday. I really like this three- to five-day schedule especially [illegible] [illegible], commuting. This gives [illegible] time to do more sightseeing before and after the convention. [illegible] [illegible] convention, we [illegible] [illegible] parks [illegible] and visited friends in Salt Lake City, Utah, and our daughter in [illegible], Colorado. [illegible] [illegible] St. Louis we visited friends and relatives in Iowa and see our son and daughter-in-law in Columbia, Missouri.

Each Regional [illegible] was unique. I especially liked the PNR/PCR convention [illegible] [illegible] [illegible] people [illegible] NMRA Region

Left: [illegible] Train Mountain [illegible] Southern Pacific [illegible] PNR/PCR "[illegible]" 2012 Convention, June 1-3, 2012, in Medford, Oregon. [illegible] Train Mountain [illegible] "Oregon [illegible] Railroad."

Centerpiece: [illegible] St. Louis [illegible] "Gateway to Model Railroading, Too" [illegible] St. Louis. [illegible] Magazine. [illegible]

We met [illegible] at the [illegible] NMRA National Convention, and since then Annette has participated when she can.

officers and association organizers, so the line was a "receiving" line where [illegible] Medford. This is a great way to get to know the party goers and meet the organizers up close and personal — and to some fabulous ice cream!

The Medford Convention also had "Sidetracks." As stated by the PNR/PCR Convention, for many years a number of names have been used to denote the group of non-railroad oriented model railroader companions and their activities at the conventions. Names have included "Ladies," "general," "family," and most recently "non-rail." The NMRA 2011 National Convention in Grand Rapids, Michigan, adopted the name "Sidetracks" for this very important group of people in the hope that it will encourage more participation by more family members.

In any case, Annette [illegible] of the Sidetracks events and she particularly likes [illegible] projectlinus.org") which makes blankets for donations to local charities. While I am off doing my railroad thing, she helps [illegible]

Tours

Oh, the excellent tours! This is one of the great advantages of a Regional or National convention. Tours give registrants huge access to places that are normally not accessible to the general public. In Medford, we toured the Train Mountain Museum, [illegible] Lines and Campbell Scale Models. In St. Louis, we toured [illegible] Rail Services and at least 10 local layouts. St. Louis prototype tours also included Union Pacific [illegible] Missouri Pacific [illegible] DeSoto, Missouri and American Model Builders. Due to the size of the St. Louis area and the number of layouts open to view, organizers grouped the layouts into different geographic parts with two different groupings available every day. All 10 layouts we visited in St. Louis were outstanding, and many have been featured in the model railroad press. I could go on and on about the tours, but the few sample photos and captions here will have to do.

Clinics ran from 8am to 10pm at the St Louis MCoR Regional convention. Of the 50-plus clinics, Tony Koester, Bill

Left: [illegible]

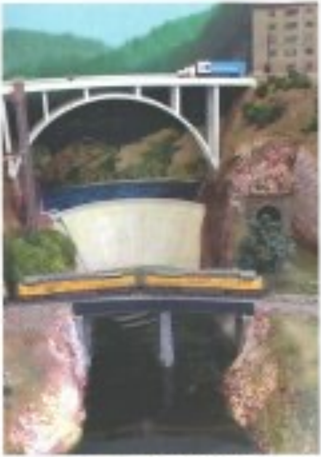
This is the roundhouse on [illegible] N scale layout that was on tour at the [illegible] Regional Convention in St. Louis.

Chemicals, and MicroSwitch; to try key clinicians who lectured on [illegible] new perspectives on passenger modeling, I attended Doug Harding's Meat Packing clinics. He continually updates his clinic with new photos and views. I think he is a leading model railroad authority on meat packing, much like [illegible] was with the steel-making industry.

At the PNR/PCR convention, clinics ran from 8am to 5pm. In the evening, I attended the LDSIG/OPSIG forum on Thursday night. I was surprised at how many N scalers attended the forum — at least 50 persons, maybe more. I presented two clinics ("Signaling" and "N Scale Today") on Saturday and had a good turnout for each. The high turnout of N scalers encouraged me as well as those who told me they read NVoltz. Thanks for commenting!

The conventions ended all too soon, and we bid farewell to new acquaintances and old friends. I think the camaraderie and networking opportunities at Regional conventions cannot be surpassed. I know I learn more in side conversations and from my clinic audiences than I can ever provide in my clinics. Thank you NMRA's officers and volunteers for making all this available to us members. This is a tremendous membership benefit.

The 2013 PNR Regional will be in Boise, Idaho, June 26–30, and the PCR Regional will be in Dublin, California, April 3–7. The MCoR Regional will be in Olathe, Kansas (Kansas City metro area) on June 11–16. My own region, the Rocky Mountain Region convention "Rails along the Rio Grande," will be in Albuquerque, New Mexico, on June 6–9. Please double check locations, dates, and planned activities on-line at www.nmra.org. Maybe I will see you. If we pass, please say "hello" and let's talk trains!■



Above: [illegible] N scale Mountain & [illegible] Railroad was an open-house [illegible] 2012 [illegible] Regional's convention. [illegible]

Left: I had occasion to be at our Rocky Mountain Region's [illegible] Convention June 6–10, 2012 in Chama, New Mexico, [illegible] Cumbres & Toltec [illegible] Railroad [illegible] NMRA [illegible] "Rails Along the Rio Grande 2013" [illegible] Albuquerque June 6–9, 2013. — [illegible] photo

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REGION PRESIDENTS

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ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT
NOVEMBER 2012

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MASTER BUILDER — STRUCTURES
Midwest Region
Barbara Bothwell, Fitchburg, Wisconsin

MASTER BUILDER — SCENERY
Mid-Eastern Region
Robert Johnson, Jefferson, Maryland

Midwest Region
Paul Hanna, Channahon, Illinois

MASTER BUILDER — PROTOTYPE MODELS
Mid-Continent Region
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MODEL RAILROAD ENGINEER — CIVIL
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John Swiency, Fall River, Massachusetts

Southeastern Region
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Mid-Continent Region
Todd Lebsack, Centralia, Missouri

Mid-Eastern Region
Gerald Fitzgerald, Charlottesville, Virginia

Northeastern Region
Russell Norris, W. Hyannisport, Massachusetts

MASTER MODEL RAILROADER
William Fosdell, Lexington, Kentucky
MMR 490
Edward Brennan, Louisville, Kentucky
MMR 491

MMR GROUP: All Master Model Railroaders (MMRs) are invited to mesh with other MMRs by contacting E.J. Riley, MMR, at [illegible]

AP QUESTIONS: If you have questions about the AP program or requirements, start with your local or Region's AP manager. If you still have questions contact Frank Koch at [illegible]

If you prefer to write, contact Frank at 4549 Silverwood Drive, Batavia, OH 45103.

MMRs: MMR Shirts may be ordered by contacting HQ in Chattanooga.

MMR EARNED

BY [illegible]

Like many baby boomer model railroad hobbyists, my introduction took place during the 1950s with an American Flyer train set. When I was a teenager, a ping-pong table replaced the double loop layout my dad had built in the basement, which provided a new pastime our family all enjoyed.

Fast forward 30 years. After college, service in the United States Army, marriage, two great children, and a career in the Veterans Administration, my dad died, leaving a small inheritance. My wife, Jan, suggested that we use a portion to memorialize him and "buy something the children would enjoy — perhaps a model train set." The die was cast.

Thank goodness for Jan's dad, Don [illegible], a 40-plus-year railroad veteran and engineer on the Chicago Northwestern and Burlington Northern. Don's advice and carpentry skills were invaluable in building the benchwork for that first layout on a 4x8 foot sheet of plywood. The 1992 Christmas season provided my introduction to the NMRA through an open house sponsored by the local Dakota [illegible] Division. I joined [illegible], and when the [illegible] position opened, I decided [illegible] was an opportunity to give back something to the hobby and use my organizational skills.

Another invaluable source of advice during those important initial years was [illegible]. Though we live hundreds of miles apart, we began regular weekly phone calls exchanging model railroading ideas and [illegible], including getting together for [illegible] several years.

Our daughter, Megan, and son, Marc, also became involved. I still recall the [illegible] night when we cleared the supper dishes and each began assembling [illegible]. The children, ages nine and eight, just looked at the diagrams and finished building theirs in 30 minutes while I continued to study the instructions.

After my relocation to the Twin Cities, a new phase of the hobby evolved sparked by a community education class taught by [illegible] my taste as he friend and mentor Gary [illegible]. Gary sold me on operations and patiently taught me track layout design and installation, spending many hours to help create a realistic scheme based on the Wisconsin Central Valley Subdivision.

When my wife and I returned to South Dakota in late 2004, I was elected superintendent of the [illegible] Division for [illegible] ground to recruit new operators, and introduce other aspects and enjoyment of the hobby by teaching community education classes on model railroading. A few years later, coupled with my previous service as division clerk, I met the requirements for my first Certificate — Association Volunteer. I also decided to become active in the Thousand Lakes Region, serving as vice president and then president. When I couldn't find a replacement for NMRA Gene Lowe as editor of the region's newsletter, *The Dope*, I appointed myself to the position, and then, as [illegible] as President, resigned from the board of directors. But time on the board helped me earn the Association Official certificate and made lots of new friends from other areas. ([illegible] Region also includes a couple provinces in Canada.)

I give a great deal of credit to the Achievement Program for helping me develop my skills. It does just what it says it will — helps us become better and more well-rounded modelers. I especially enjoy hosting operating sessions with my friends each month. In August 2011, we celebrated the 100th session on my layout. I greatly look forward to the next 100, beginning in 2012 with my revamped Twin Cities & Western passenger modeling theme.

The two areas where I've learned the most along the AP and MMR quest are structures and cars. Construction of [illegible] was a requirement that concerned me initially. However, with advice from Gene Lowe and another Prairie Lakes Division friend [illegible], I went bold on five models, a 44-foot open deck pile trestle based on a prototype [illegible] Milwaukee Road route to Sioux City. [illegible] it wrong, or daunting, as I initially thought it would be. To which he replied, "Why don't you build more of them" [illegible] so I did — and all three [illegible] "Bridging the Gap" in the October 2011 issue of *NMRA Magazine* for a feature [illegible] had been building. Two years ago at our Regional convention in Dubuque, Iowa, I presented my first clinic to [illegible] — scratchbuilding trestles.

The last hurdle, the one that a couple of my MMR friends also deferred until the end, was the "structures on wheels" — also car building. I agree with MMR [illegible] that we learned the most from this category. His advice, along with that of MMR [illegible] "Les" [illegible], pushed me over the hump there. The Achievement Program definitely helped to really force me to improve and expand my modeling skills and knowledge. I can't say enough good things about it. Yes, it takes time to document your efforts. Writing for the [illegible]. Our Division has [illegible] in which I assist as friends. It's been wonderful to get to know them and [illegible] to see the growth in their skills as operators and earning Dispatcher certificates on the Wisconsin Dakota Railroad layout these past six years.

[illegible] earned Golden Spike award and following achievement certificates: Association Volunteer, Association Official, Model Railroad Author, Master Railroad Engineer, Electrical, Chief Dispatcher, Master Builder Structures, and Master Builder Cars.

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Ohio, [illegible]

Ohio, [illegible]

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New York, Queens—[illegible]

New York, Staten Island—[illegible]

[illegible]

[illegible]—[illegible]

Ohio, Cincinnati—[illegible]

Ohio, [illegible]—[illegible]

Oregon, Portland—[illegible]

Pennsylvania, [illegible]—[illegible]

[illegible]

[illegible]

Texas, Conroe—[illegible]

Texas, Dallas & North Texas Area—[illegible]

Texas, El Paso—[illegible]

Texas, Houston—[illegible]

Texas, San Antonio—[illegible]

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by Todd Gillette
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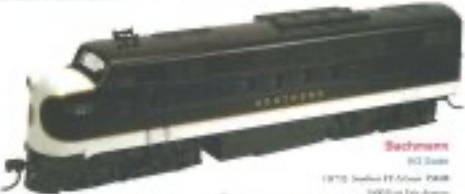

Bachmann

HO Scale

[illegible] Southern FT A Unit [illegible]

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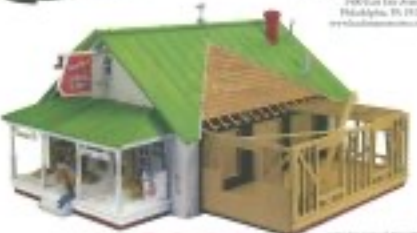
Philadelphia, PA 19124
[illegible]



[illegible]

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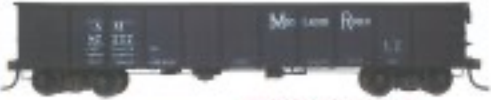

HMRA - Cincinnati Division 7

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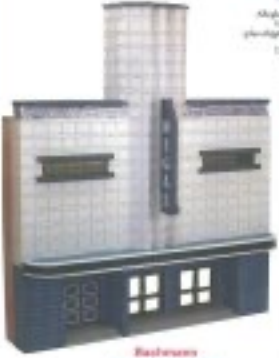

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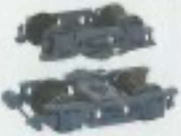
My apologies...

Display Car in the November 2012 issue included the Fox Valley Model trucks pictured below but the previous photos did not properly show the side details. Many thanks to the helpful reader who brought this to my attention.

[illegible]



Fox Valley Models

#FVM [illegible] N Scale Passenger Trucks [illegible]
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P.O. Box [illegible]
Des Plaines, IL [illegible]
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Library Car

Larry DeYoung
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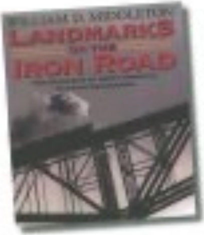
[illegible] New York State Route 7, [illegible] of the Susquehanna [illegible] and the Albany & Susquehanna Railroad – predecessor to the Delaware & Hudson – aided settlement and economic development between Albany and Binghamton, NY. With this first volume, the author [illegible] which include [illegible] maps, blueprints, and period pictures. [illegible] color photographs of current-era Canadian Pacific Railway plus Norfolk Southern operations via trackage rights support the text.



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Text by Larry DeYoung

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